

GALVESTON HARBOR AND CHANNEL, TEXAS (GALVESTON CHANNEL, 40-FOOT PROJECT)

REPORT OF THE CHIEF OF ENGINEERS, DEPARTMENT OF THE ARMY



DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D.C. 20314

IN REPLY REFER TO

ENG CW-PD

6 November 1970

SUBJECT: Galveston Harbor and Channel, Texas
(Galveston Channel 40-Foot Project)


THE SECRETARY OF THE ARMY

1. I submit for transmission to Congress the report of the Board of Engineers for Rivers and Harbors, accompanied by the reports of the District and Division Engineers, in response to a resolution adopted 21 April 1950 by the Committee on Public Works of the United States House of Representatives, concerning the advisability of modifying the existing Federal projects for Galveston Harbor, Houston Ship Channel, channel from Galveston Harbor to Texas City, and Galveston Channel, Texas, particularly with a view to providing increased depth in the channels. An interim report was submitted in 1958 which recommended improvements to Galveston Harbor and Houston Ship Channel, and is printed as House Document No. 350, Eighty-fifth Congress, second session. These improvements were authorized by the River and Harbor Act of 3 July 1958. A second interim report was submitted in 1960 which recommended improvements to Texas City Channel, and is printed as House Document No. 427, Eighty-sixth Congress, second session. These improvements were authorized by the River and Harbor Act of 14 July 1960. This report recommending improvement of Galveston Channel is the final report to be submitted under the resolution.

2. The District and Division Engineers recommend that the existing project for Galveston Channel be modified to provide for project depth of 40 feet over a bottom width of 1,125 feet between deep water in Bolivar Roads and the extension of 43rd Street in Galveston, at an estimated Federal construction cost of \$1,600,000. The annual charges are estimated at \$93,500 and average annual benefits at \$1,093,000, resulting in a benefit-cost ratio of 11.6.

3. The Board of Engineers for Rivers and Harbors concurs in general in the findings of the District and Division Engineers and recommends modification of the project in accordance with the plan of the District Engineer. Additionally, the Board believes that project-related environmental studies, estimated to cost \$30,000, should be undertaken during advance engineering and design, and continued during the construction period, to guide the dredging and disposal operations. The Board also stated that measures should be taken to prevent objectionable dredged material from escaping into valuable marsh areas and Galveston Bay, and estimated that closing off the Pelican Island spoil disposal area with a dike and water control structure would increase the non-Federal first cost and annual maintenance and operation cost by \$8,000 and \$500, respectively. With these minor additions, the total estimated cost of the recommended improvement is \$1,684,000, of which \$1,630,000 is Federal cost. The net cost to the United States for the recommended project modification, exclusive of navigation aids, is estimated at \$1,630,000 for construction, including \$30,000 for project-related environmental studies, and \$12,000 annually for maintenance in addition to that now required.

4. I concur in the views and recommendations of the Board.



F. J. CLARKE
Lieutenant General, USA
Chief of Engineers